PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description *from TIP, RTP, and/or project documents* **RTIP ID#:** RIVLS08

Add a left-turn pockets on SR-74 at the intersection of Gunnerson Street/Strickland Avenue and shoulder widening along SR-74 from Richard Street to Bunker Street in the City of Lake Elsinore, County of Riverside

Type of project *see list below*

Addition of left turn pocket and widen shoulders

County:	**Narrative Location/Route & Postmiles:** PM 14.8/R15.1 (KP R23.9/R24.4)
Riverside	**Caltrans Projects – EA#:** 445600

Lead Agency:

Contact Person	**Phone#**	**Fax#**	**Email**
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Decision Desired *Check appropriate box below*

PM2.5		**MAYBE Project of Air Quality Concern**	**X**	**NOT Project of Air Quality Concern**
PM10		**MAYBE Project of Air Quality Concern**		**NOT Project of Air Quality Concern**

Federal Action for which PM Analysis is Needed *Check appropriate box and describe in Comments below*

X	**Categorical Exclusion (NEPA)**		**EA or Draft EIS**		**FONSI or Final EIS**		**PS&E or Construction**		**Other**

Scheduled Date of Federal Action:

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	12/05			11/07
End		09/07		

Project Purpose and Need (Summary): *Attach additional sheets as necessary*

Vehicle turning left from SR-74 onto Gunnerson Street or Strickland Ave. are not currently provided with a separate turning lane. Inattentive drivers traveling at high speed have failed to stop or maneuver around stopped vehicles that are waiting to make a left turn. Broadside and side swipe collisions account for the highest accident at this location. The purpose of the of this project is to reduce the severity and number of accidents by providing left–turn lane and standard paved outside shoulders

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)

SR-74 (State Route-74) in this section is a two –lane undivided highway begins at Interstate 5 in Orange county and continues northeasterly through Riverside county. Between Interstate 15 and interstate 215, SR-74 crosses primarily vacant and agricultural land. SR-74 continues easterly through Hemet and junctions with SR-243 and 371. It terminates at SR- 111in Palm Desert. In urbanized areas, SR-74 carries significant volumes of interregional traffic and traverses major commercial districts. It also carries high volumes of recreational traffic to San Bernardino National forest, Lake Elsinore and Palm Springs

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year)

Existing (1998) LOS is B; ADT Existing=13140, Truck 7.95 and,

Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year)

Horizon year (2018) LOS is D; ADT Horizon year =37100, Truck 7.0%

If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year)

If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):

Describe potential traffic redistribution effects of congestion relief

The proposed project is a channelization project that aims not to increase capacity rather it will increase traffic operational efficiency and reduce delays and number of traffic accidents experienced at the intersection by providing a left turn lane in both direction

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

According to the Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (page 25), this project is not a project of air quality concern under 40 CFR 93.123(b)(1)(I) and (ii):

- **Intersection channelization project**, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not increase in idling. Thus, they would be expected to have a neutral or positive influence on PM2.5 or PM10 emissions.

TYPE OF PROJECT:

New state highway *Change to existing state highway*
New regionally significant street *Change to existing regionally significant street*
New interchange *Reconfigure existing interchange*
Intersection channelization *Intersection signalization*
Roadway realignment
Bus, rail, or inter-modal facility/terminal/transfer point
Truck weight/inspection station
At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM_{10} and $PM_{2.5}$ Hot Spots

(i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*

(ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*

(iii) *New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;*

(iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*

(v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*